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[a1351]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VIGES ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 10th, 1911.

It is not often that we find a taxpayer in Hongkong advocating or suggesting an increase of taxation, but we publish to-day a letter from a taxpayer who, promising that additional revenue is urgently required to carry out many public works which, we agree, are absolutely indispensable for the welfare and development of the Colony, suggests the sources from which this income may be derived. Our correspondent says it cannot be doubted that additional revenue is urgently required. We must confess to harbouring doubts on this point. It was only in May last that H.E. The Governor, speaking in the Legislative Council said: "I think I may say that we can take comfort in the feeling that we are probably at the end of our financial difficulties, and that the revenue and prosperity of the Colony has been placed on a satisfactory footing, which will not demand of us any further sacrifices in the form of new taxation." His Excellency based this statement on a review of the complete financial returns of last year which showed under many important headings that the revenue had exceeded the estimates. We trust the returns for the current year to date have not been of a less gratifying character, for it was obviously upon a continuance of these indications of prosperity that His Excellency counted and based his expectation that the community would not be called upon to make further sacrifices in the form of taxation. Our doubt of the need for additional taxation, however, does not rest alone upon

the expectation of an increasing revenue from existing taxes; we have in mind also the fact that there will be no further votes for the building of the Post Office and the Law Courts. On these two buildings alone in 1910 the Government spent a sum of nearly \$400,000. That sum in itself would go far to defray the cost of the public works specifically mentioned by "Taxpayer"—or, at least, the cost of a year's progress with these works. The provision of wireless telegraph stations at Hongkong and the Pratas would not be an expensive matter, and, moreover, according to our understanding of the position, no expense in connection with this great need will fall upon the Government, for in the first place the Pratas Islands form part of the territory of China, and the Chinese Government has engaged to erect and maintain a wireless telegraph station there for meteorological purposes; and, secondly, the wireless installation at Hongkong, we understand, will be provided by the Eastern Extension Telegraph Company or, failing them, by some other private company. That the opening up of the New Territory by good roads is indispensable for the welfare and development of the Colony is manifestly true, and we should much like to see spent upon this work the greater part of the money saved—if we may use that term—by the completion of the Post Office and Law Courts. We leave to the Hon. Mr. Ede the defence of his figures as to the relative wealth per head of the inhabitants of this Colony and Great Britain, but we would like to make a comment or two on "Taxpayer's" conclusion that if we are to be taxed in proportion with our friends at Home we should contribute £2 5s 3d each instead of the present sum of £1 9s 0d. We do not follow this argument. "Taxpayer" admits that our income per capita is only one-third that of our friends at Home; and that being so it seems to us that we should be taxed proportionately. Even taking into account, the income tax and the taxes on tea, coffee and sugar, and the higher taxes on spirits that are paid at Home, we must, on "Taxpayer's" own showing, be paying taxation now equivalent to what the Home folks are paying, having regard to the relative taxable capacity of the two places. We even think that, to equalise matters, we ought to pay less because if we are considering the white population we have to take into account the fact that it costs a European a bigger proportion of his income to live in a sub-tropical than in a temperate climate. In trying to ascertain the taxable capacity of a community it is as requisite to form some idea of the necessary expenditure of as the income per head, and this important factor seems to be entirely ignored by "Taxpayer." In the course of another month the Annual Estimates will be due for presentation to the Legislative Council, and we shall then learn definitely whether or not increase of taxation is necessary. Meanwhile it is interesting to consider the possibilities of raising additional revenue, and "Taxpayer's" suggestions will doubtless be carefully considered should the need for increasing the taxation arise.

The English mail of the 8th July was delivered in London on August 8th.

One case of plague was reported yesterday, bringing the total for the season up to 253.

Dr. W. B. A. Moore, of the Government Civil Hospital, leaves for Home to-day by the *Lusitania* on twelve months' leave of absence.

An assistant constable residing at the Old Bury reports to the police that he has been robbed of watches to the value of \$600.

The tiger stories are not yet ended. Another comes from the New Territory. At Ts Shek Yui on the 5th instant a tiger is reported to have killed a bullock.

The financial statement of the North Borneo Chamber of Commerce shows 29 subscriptions paid, and on 30th June the Chamber had a balance of \$737 in hand.

The Secretary of the Borneo Chamber of Commerce has been officially informed that the commencement of the service of mails to Borneo, via Siberia, is only waiting the receipt of some formal advice from the Postmaster-General of Hongkong.

Wo Fat, compradore, Victor's Street, was proceeded against at the Magistracy yesterday by Inspector Combes for selling tins of unwholesome food. The defendant pleaded that the tins were liable to go bad in this climate, but his Worship did not accept the plea and a fine of \$5 was imposed.

Major W. H. Woodbridge, 126th Baluchistan Infantry, has been granted furlough to England on private affairs, from 10th January, 1912, to 9th January, 1913. Leave of absence, on private affairs, to the neighbouring countries, has been granted to Capt. A. D. Waring, R.A.M.C., from 30th August to 29th October, 1911, inclusive.

TELEGRAMS.

(THROUGH BRITISH AGENCY.)

THE POLITICAL SITUATION.

SCENES IN THE COMMONS.

LONDON, August 9th.
Mr. Asquith is suffering from laryngitis owing to the strain of his speech yesterday. He will be unable to take his place in the House of Commons for a day or two.

Lord Hugh Cecil moved that the Parliament Bill be postponed for three months. He expressed regret that Mr. Asquith was ill, but nevertheless he would like to see him punished by the criminal law.

This provoked an angry outburst from Ministerialists, who appealed to the Speaker. The latter remarked that it was only a pious opinion.

Lord Hugh Cecil continued. He said that the Premier had been guilty of high treason in attempting to overthrow one of the Houses of Parliament.

"BLACKMAILING THE KING."

Sir Edward Carson declared that the Nationalists had dominated the situation throughout, and he congratulated Mr. Redmond on bringing the great Liberal party to its knees. Neither the Government, the House of Commons, the House of Lords, nor the Crown had been free agents since Mr. Asquith's blackmailing letter to the King on the 15th November last.

This aroused a Ministerial outburst, but the Speaker refused to rule out the expression.

Mr. Churchill said the King was fully acquainted in November with the true state of the political situation and all matters in dispute, of which Home Rule was one of the most important. He reproached Lord Hugh Cecil for talking of the possibilities of disorder when 70,000 dockers, some of whom were starving, were actually on strike in London. The Government refused to accept all the amendments of the Lords, but proposed to insert amendments providing that the Speaker should consult responsible members on both sides of the House, namely, the Chairman of Ways and Means Committee and the Chairman of Public Accounts, before deciding whether a Bill was a money Bill. They also proposed a few minor amendments, including a new clause forbidding the extension of the life of a Parliament beyond five years.

Lord Hugh Cecil's motion was rejected by 348 votes to 209.

AMENDMENTS BY THE COMMONS.

LATER.
The House of Commons has rejected the Lords' amendments on the Veto Bill relating to money bills, and has passed an amendment requiring that the Speaker should consult with two members appointed each session from the panel of chairmen.

The Lords' amendment excluding Home Rule from the scope of the Bill was rejected by 321 votes to 216.

Mr. Balfour said that this amendment alone was the cause of the Government's criminal advice to the Sovereign. He refused to participate further in the debate in view of the procedure, which was the most conspicuous and signal infamy in the whole constitutional history of the country.

The Government amendment providing that the Speaker should have a consultative committee evoked protest from Radical and Labourites who declared that the Government was attempting thereby to save the face of Lord Lansdowne against the "Die Hards." The amendment above stated was substituted.

The clause limiting the duration of Parliament was adopted.

Two minor amendments were agreed to without discussion.

A committee was afterwards appointed to draft reasons for disagreeing with certain of the Lords' amendments.

Mr. Balfour informed Mr. Churchill that when the Unionists were returned to power they would repeal the Bill, but not without substituting reform therefor.

It is expected that the division in the House of Lords will not be taken before Thursday.

VOTE OF CENSURE IN THE LORDS.

LATER.

The House of Lords was crowded to-day. There were many peeresses and diplomatists in the galleries.

Lord Curzon moved a vote of censure upon the Government, re-emphasising Mr. Balfour's denunciation of the Government's abuse of their powers. He strongly denied that the Lords had transformed this Bill. The Government had refused to accept the amendments in order to facilitate a series of measures which the majority of the people did not desire.

Lord Crewe, explaining the transactions with the King, said that at the interview which he and Mr. Asquith had with the King on 15th November last they ascertained His Majesty's view that if the opinion of the country was clearly defined by the General Election the creation of peers might in the last resort be the only way of concluding the dispute. His Majesty faced these contingencies and entertained the suggestion, although with legitimate reluctance. The King naturally felt, as did the Government, that if they resigned and a dissolution followed it would be practically impossible to keep the Crown out of the controversy. This naturally was most distasteful to His Majesty.

Lord Haldane said that no sane Minister could have given other advice to the King. There was no other course open to the Government unless they were to find themselves in the humiliating position of acknowledging that the constitution had broken down and that the present situation was irremediable.

The House passed the vote of censure by 268 votes to 68.

THE KING'S RELUCTANCE.

LATER.

The *Times* states that it has high authority for stating that Lord Crewe's reference to the King's reluctance was made by request. It is understood that Lord Crewe's fresh account of the events of November last was the result of the visits of Baron Knollys to him and Mr. Asquith. Yesterday the *Times* and the *Daily Telegraph* emphasized the passage in Lord Crewe's speech in which is suggested the possibility of the "lamentable necessity" of the unlimited creation of peers. Both journals appeal to the peers to prevent such an eventuality.

THE OPIUM CONFERENCE.

LONDON, August 9th.

A Washington message states that all the interested Powers have accepted the proposals of the Opium Conference and invitations will shortly be issued for a Conference to be held at the Hague on the 15th October.

THE "NIOBE"

LONDON, August 9th.

The Canadian cruiser *Niobe* which went ashore on the coast of Nova Scotia has been towed to Halifax.

BRITISH TRADE RETURNS.

LONDON, August 9th.

British trade returns for the month of July show an increase in imports of £1,090,048, mostly in food, tobacco and raw materials. Exports show a decrease of £3,780,541, mostly in iron, steel, cotton and wool manufactures.

NEW AMERICAN STATES.

LONDON, August 9th.

Washington messages state that the Senate has admitted the Territories of New Mexico and Arizona into the union of States.

THE POPE.

LONDON, August 9th.

The Pope is suffering from cold and gouty pains. Sisters are in the Vatican nursing His Holiness.

STRIKES IN ENGLAND.

LONDON, August 9th.

Four thousand railway workers are idle at Liverpool. The strikers have issued a manifesto in which all railwaymen in sympathy with the strike are requested to strike in protest against the Conciliation Boards. All goods stations and docks are idle. Quantities of meat and butter and other perishable goods are being held up.

THE DELTH DURBAR.

LONDON, August 9th.

Lord Crewe had an audience at Buckingham Palace regarding the Durbar. Baron Knollys in the afternoon called upon Lord Crewe and then went to Downing Street.

CORRESPONDENCE.

IS HONGKONG LIGHTLY TAXED? [TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Hongkong, August 8th.

Sir,—On June 1st the Hon. C. Montagu Ede, in moving that the Military Contribution should be fixed at \$1,000,000 annually, endeavoured in a very able speech to disprove the statement that residents in Hongkong are more lightly taxed than residents in Great Britain.

I sympathise fully with the endeavour of the official members to alter the incidence of this contribution, which, as the Hon. Mr. Pollock said, hangs like a millstone round our necks whenever we raise revenue to meet any exigency that may occur, and I consider it only fair that the taxpayers of the Empire should bear the great portion of the cost of maintaining a fortress and naval and military base this Outpost of the Empire, which forms such an important link in the protection of British trade, British property and British prestige in the Pacific from the Aleutian Islands to Tasmania and from Panama to Szechuan.

Nevertheless, it appears to me that Mr. Ede's arguments are fallacious, and, as they might tend to discourage the Council in framing the annual Estimates, which must soon be brought forward, from providing the Revenue necessary for the development and welfare of the Colony, I crave permission to encroach on your valuable space in order to show that the statement which Mr. Ede set out to controvert is true, not only absolutely, but in the relative sense put forward by him, that is, in comparison with the average wealth of the individual.

Mr. Ede starts by showing that taxation in Great Britain is £6 17s. 0d. per head, and in Hongkong £16, or £1 9s. 0d. only, less than one-fifth.

He then proceeds to compare the average wealth of the taxpayer at home and in Hongkong respectively; and putting the total national income of the United Kingdom at £2,000,000,000 capitalizes that income at 4 per cent, and obtains a total capital value of privately owned property in the United Kingdom of £50,000,000,000 sterling.

In this calculation Mr. Ede ignores the difference between earned and unearned income. The earned income of the United Kingdom (that is, salaries and wages) is estimated to amount to about £1,000,000,000, or half the total; the remaining half consists of rents and profits of capital. Therefore, the total privately owned property is about £25,000,000,000 according to Mr. Ede's own method, or about £550 per head of the population instead of £1,000 as stated by him.

Then Mr. Ede estimates the value of property in this Colony at \$275,000,000, or £60 per head of population; he does not say whence this figure is derived, and I am therefore unable to criticise it.

But the ability to pay taxes does not only depend on the property of the taxpayer, it depends upon his income, and it must be remembered that nearly every male adult in Hongkong is working and earning an income, and that here the proportion of male adults to the total is very much in excess of a similar proportion at home, and that in Hongkong the female adults are mostly income earners as peasants, servants, or coolies.

If in the United Kingdom the earned income is about equal to the unearned income, in Hongkong the former must exceed the latter by a very large sum.

The average annual earned income at home is apparently about £22 per head of population (including women and children); in Hongkong we have no data upon which to form an estimate, but I think we may safely say that it is not less than £12 a year.

If income at 5 per cent. on Mr. Ede's average capital of £60 owned by each individual here is added, the average gross income earned and unearned is £15 at least; whilst the average gross income earned and unearned at home is £44, or about 3 times as much.

If therefore we are to be taxed in proportion with our friends at home we should contribute £2 5s. 8d. each instead of the present sum of £1 9s. 0d.

To descend, however, from the realms of pure theory to actual facts, let us enquire what rates and taxes an ordinary householder pays in England and Hongkong respectively.

If he lives in an urban district in England his rates and taxes (including water rate, inhabited house duty, poor, education, police, borough, &c.) will probably amount to at least 37½ per cent., or 7/6d. in the pound; he pays taxes on his tea, coffee, cocoa and tobacco; he pays taxes of 2/6d. a bottle on his brandy and nearly 2/ a bottle on his whisky, and to crown all, he pays income tax.

I estimate that rents in Hongkong are about two and a half times those paid for equivalent accommodation in an average urban or suburban residential area in England, and as we pay rates here at 15 per cent. on this higher rent, we may say that we pay 37½ per cent. as against 37½ at home; our breakfast tables and our smokes are duty free, we pay about 1s. 3d. a bottle on brandy and less than 1s. 1d. on whisky, and we pay NO INCOME TAX. Amongst the Chinese duties on whisky, &c., are represented by the duties on lamshu and the rent of the Opium Farm.

If our rates were increased to 15 per cent. (i.e., the home level if my estimate is correct) the Revenue would gain at least \$20,000 without the expenditure of a single extra cent in collection, and the additional \$2 or \$3 a month to each householder would be inconsiderable.

If the liquor duties were doubled, some \$450,000 would be gained without any additional expense, and no one could grumble, because if a man couldn't afford to pay more for his drinks he could consume half the quantity of alcohol to the great advantage probably of his health and pocket. If still more revenue were required, the collection of a duty on tobacco by the Superintendent of Imports and Exports would cost little and not injure any individual to an appreciable extent, and we should still have our free breakfast table and no income tax to console us for our exile.

It cannot be doubted that additional revenue is urgently required to carry out many public works which are absolutely indispensable for the welfare and development of the Colony and which all appear to be held up for want of funds: such as Wireless Telegraph Stations at Hongkong and the Pratas, electric communication with Cheung Chau and Lantau, roads to Lai Chi Kok and Tsun Wan, from Fanling to Au Tan and in many other places.—Yours, &c., TAXPAYER.

ATTEMPT TO KILL A EUROPEAN.

Early yesterday morning, just about dawn, a determined attempt seems to have been made by a Chinese to murder a sleeping European on the Y. M. C. A. floor of Alexandra Buildings. The European in question was Mr. R. L. Atkinson, an assistant at Messrs. Brewer & Company's, who occupies one of the rooms there. Owing to the heat he was sleeping on the verandah, and was aroused by a stab with a knife. He saw in the moonlight a dismissed boy bending over him. Realising what had happened, Mr. Atkinson yelled for assistance and aroused men sleeping in the adjoining rooms, but the boy on the alarm being raised hurriedly made his escape, and in falling over an obstacle in the room dropped the knife, which was of the kind commonly used by Chinese cooks.

Mr. Atkinson's injury was promptly attended to. Fortunately it is not of a serious nature. The miscreant evidently missed his mark, and instead of a deep stab he made a long slanting cut on his victim's side.

It was subsequently discovered that the boy had taken Mr. Atkinson's revolver from the drawer in which he kept it, and had tried to fire it, but the cartridges in it fortunately proved of no use.

The police have the matter in hand.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at noon yesterday:—Cyclone or Typhoon S.E. of Naha, moving W. or W.N.W.

SHIPPING NOTES.

There has been some doubt in Hongkong as to whether Captain Archibald was in command of the *Empress of China* on her last fateful trip, as the C. P. R. Commodore had intended taking a holiday. The accounts we reproduced from the Yokohama papers yesterday put an end to doubt. Captain Archibald was in command, and he will have the sympathy of hosts of friends on both sides of the Pacific in his misfortune. An illustrated supplement published by the *Japan Gazette* gives seven views of the wrecked steamer.

The ship's officers are as follow:—Captain R. Archibald, R.N.R., Commander; Mr. A. O. Copper, R.N.R., Chief Officer; Mr. C. E. Daniel, R.N.R., Second Officer; Mr. F. W. N. Higgins, R.N.R., Ex. Second Officer; Mr. G. Watson, R.N.R., Third Officer; Mr. R. W. Partington, R.N.R., Fourth Officer; Mr. W. Matheson, R.N.R., Chief Engineer; Mr. S. C. Bins, Purser; Mr. John S. Stewart, M.D., Surgeon; Mr. D. C. Bissett, Chief Steward; and Mrs. M. E. Murdoch, Stewardess.

The Imperial Mail Steamship line of the North German Lloyd to East Asia and Australia on June 30th completed 25 years' work. The pioneer steamer was the *Order*, Captain Pfeiffer, which opened the voyages on June 30th, 1886, whilst as the second steamer the *Salter* followed to Australia on July 14th. The Secretary of State Delbree and the Secretary for Postal Affairs sent congratulatory telegrams to the Norddeutscher Lloyd, expressing the hope that the company's lines to the Far East may continue to prosper.

It was mentioned in this column a week ago that the *Palermo* went aground on the Kanagawa side of Yokohama breakwater during the storm of the 25th-26th instant. Tug operations having proved unsuccessful, draggers had to be employed to dig round the vessel. Her condition was reported by the Harbour Office authorities as being worse than that of the *Hitchi-maru*, which also went ashore in that section of the harbour during the storm of the 19th June. The depth of water at this point is about 19 feet.

The Toyo Kisen Kaisha, having added the *Shingo-maru* to their fleet of Trans-Pacific liners, announces the inauguration of the new service from Yokohama on the 29th inst. Captain H. Stanley Smith will command the new liner, which is a vessel of 21,000 tons, capable of a speed of 21 knots. She was built in Japan.

The *Economist* states that the following issues of British capital have taken place during the last six months:—For the United Kingdom, £16,477,000; for British possessions, £25,576,000 (including £3,157,500 for Australasia, and £19,784,500 for Canada); for foreign countries, £65,250,000.

VICTORIA RECREATION CLUB.

The annual general meeting of members of the Victoria Recreation Club was held at the Club House last evening. Dr. Forsyth presided, and the members of committee present were Messrs. Frank Lammert (secretary), H. A. Lammert, A. McKirdy, A. N. Kemp, A. A. Claxton, R. L. Bridger and L. Lammert. There was also present a large attendance of members.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The printed report and statement of accounts having been circulated, we will, if you have no objection, consider them as read. Taking the reports of the various sub-committees in order, and coming first to that of house sub-committee, one has only to look round the walls to note that the committee has been zealous and undoubtedly improved the club, and it is gratifying that the expenses of this committee will be practically nil for the next year or two. Next we will look at the boat-house sub-committee, and in the first place, we cannot but feel a deep sense of loss in the death of Mr. L. A. Musso, who really was the heart of the rowing section, and will be a very difficult man to replace. I must say I am very disappointed at finding practically no rowing taking place, and personally can strongly recommend rowing as absolutely one of the best sports for keeping one in good condition; but rowing is a hard and constant practice is necessary, and before beginning to row each man should be thoroughly overhauled by his doctor and those who have not got a doctor I will be delighted to overhaul them any evening they wish. I trust the rowing section will be born again, so that we may run a regatta this year. You have all the essentials, and it only requires two or three dozen men to put themselves in training to carry it out. Now let us look at the bath-house sub-committee. That report speaks for itself, but one must mention the name of Tommy Logan, who was such a source of strength to us in Shanghai, and I hear on good authority that he has a younger brother who will probably be our next champion; as a matter of fact, Tommy is already rather afraid of his brother. The new bath is certainly a great success, but the expense of running it is one that has to be met, and it is not a light expense. It has been particularly gratifying to me, to mark the success which continues to attend the club's aquatic entertainments, and the pleasure they evidently provide to outside spectators, the very welcome presence of so many ladies at these gatherings is particularly flattering to the club. The gymnasium, although thoroughly equipped, is practically unused, except by the occasional enthusiast, and he apparently very soon ceases to enthuse; and though your committee secured an excellent instructor, it was not sufficient to stimulate the necessary enthusiasm, and in consequence the expenditure will not at present be continued. Why with our large number of members, and the splendid opportunities they have had in watching various professional boxers, we cannot manage more boxing tournaments I cannot understand. When I was a schoolboy we all learnt at school, and when home for holidays we had private fights, and settling good fights they were. The V. R. C. is essentially the club of the younger generation in this Colony, and the place where we ought to see the gloves being used with unflinching regularity. Your chairman is an old hand at the game, and I am sure will be only too pleased to help anyone with hints. The bar report is eminently satisfactory, especially as the profit is this year the best part of our credit on the year's work. When I saw how much had been made I at once made it my duty to see what refreshments were being taken, as with so many young members I was rather anxious for the good name of the club, but was pleased to find that "squashes and mineral waters" was by a very large majority; you are also to be complimented in the fact that with a turnover of \$13,000 odd, bad debts only reached \$44. There is one thing I must say, and I hope the new sub-committee will consider that, is, I consider the prices are too high. The club is not run to make a lot of money at the bar, so the drinks should be as cheap as possible, and I hope the committee will see that they are. Not being an expert accountant, I shall not attempt to go into them minutely, and will just point out one or two things that particularly struck me as I ran over them. Firstly, practically every subdivision shows a profit, which is eminently satisfactory, and of these that do not, the scotch rowing race is 41 cents, which we will not worry over. The athletic sports show a loss of \$84.39, but we have subscribed \$60 to the Polo Association, that is easily accounted for. On the whole then, I consider I can congratulate you on a very satisfactory year's working, and on only hoping that next year will be better still; and at the same time do not forget that these reports all mean a lot of work, so I would take this opportunity, on my own behalf as well as yours, of thanking all the various committees and others who acted as officials at the various entertainments. I leave Mr. Lammert and Mr. Claxton to the list, as unless you have been on Committee you cannot realise the amount of work these untiring and obliging individuals get through. It is the custom in some clubs, and I wish it were so in this, to recompense them in some way or other, and with the Club the size it is, and mark you, increasing steadily

all the time, you will have to consider the question of having a paid secretary and manager in fact. I really think it would be a good investment for the club at the present time. In conclusion, we cannot but regret the absence of our genial Chairman, who is away on business and will no doubt be thinking of this evening. Before proposing the adoption of the report and accounts, I will be pleased to answer any questions to the best of my ability. No questions were asked.

The CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. KENNEDY seconded, and the motion was carried unanimously.

The CHAIRMAN proposed that the annual subscription be increased.

Mr. CLAXTON seconded, and explained the benefits to be derived from the increase. He did not think the subscription of \$20 was at all too much.

Dr. F. H. Kew thought the subscription as it stood was sufficient. He was of opinion that if the incoming Committee was more energetic and economic there would be no necessity to raise the subscription. A paid secretary should be elected, who would act as steward as well. He proposed the subscription remain as it was, \$15 annually.

Mr. JORGE seconded.

Mr. O'BERRY supported the Chairman's resolution.

The amendment on being put to the meeting was lost, and the motion was carried.

The CHAIRMAN moved that the annual subscription should be increased to \$20 a year.

Mr. CARROLL seconded, and the motion was agreed to. It was also agreed that the subscription should be paid half-yearly.

The election of officers was then proceeded with, and resulted as follows: Chairman, Mr. A. Rodger; Secretary, Mr. Frank Lammert; Treasurer, Mr. A. A. Claxton; General Committee, A. E. Alves, R. L. Bridger, A. E. Danwich, L. E. Lammert, H. A. Lammert, W. A. Crako, A. P. Nobbs, Dr. F. H. Kew and Dr. C. Forsyth.

Various sub-committees were then balloted for, and the meeting ended.

COMPANY MEETING.

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

An ordinary meeting of shareholders in this company was held yesterday at the offices of the general manager Messrs. Bradley & Co. Mr. A. Forbes presided, and there were also present: Messrs. C. G. Mackie, Lo Shui Ho (directors), F. Smythe, A. G. Coppin (secretary), F. Bevington, P. J. Buckland, J. F. Miller, G. Roche, Tam King Young, Cheng You Koo, Chong Kai Hin, A. E. Griffin and J. M. S. Rozario.

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—I will with your permission take the Report and Accounts as read. Since the 2nd July the trawler *Ho Fung* has been making trips in various directions mainly with a view to finding the fishing ground.

In this we have been very much hampered by the typhoon weather which has prevailed, making it necessary for the trawler to shelter and causing considerable loss of time.

Our catches of fish under these circumstances have not been very good, but I am glad to say they are improving. We have decided to try to find the grounds further North. Accordingly the trawler is now engaged in the Formosa Channel and the catches have from time to time been landed and sold here and at Swatow.

We were desirous of trying the latter market, although we hope that with the commencement of the North-East monsoon we may be able to obtain satisfactory quantities of fish nearer Hongkong—thus saving time and expense of steaming. You will be glad to hear that we have the hearty support and co-operation of our Chinese friends, and when conditions are more favourable we hope to be in a position to place larger quantities of fish on the market.

I do not think there is anything more I can usefully add, but I shall be pleased to answer any questions to the best of my ability.

There being no questions, the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. BUCKLAND.

The appointment of Mr. C. G. Mackie to the Consulting Committee was confirmed, on the motion of Mr. GRIFFIN, seconded by Mr. MILLER.

Mr. SMYTHE proposed the re-election of Messrs. Lowe, Bingham & Matthews as auditors. Mr. Bevington seconded, and the motion was agreed to.

The CHAIRMAN That is all the business, gentlemen.

FILLIS' CIRCUS.

To-day the arrival of the above well-known Circus from Macao was heralded with great satisfaction by the circus-loving public, and the opening night, Friday, August 11th, is being eagerly anticipated. The management state that the Ring is being placed in beautiful order for patrons and will hold 3,000 people. No expense has been spared. The opening night's programme will contain a host of novel items never before seen in Hongkong, everything being new, bright, sensational, daring and entertaining. Frank Fillis is a household name the world over as a showman of the first class, and the different programmes which will be presented during his week's stay in Hongkong will be the best the circus repertoire can produce. As the artistes number 50 of the best in their respective lines selected from all the best shows in the world, everybody who would like to see a show of the finest quality should not miss going to Fillis' on Friday night or during their week's stay in town.

SUPREME COURT.

Wednesday, August 9th.

IN SUMMARY JURISDICTION.

Before His Honour Mr. H. H. J. GOMPERTZ (Puisne Judge).

ALLEGED FALSE IMPRISONMENT AND MALICIOUS PROSECUTION.

Messrs. A. S. Watson & Co. were sued by Au Chiu Ting, an ex-employee, who claimed \$1,000 for false imprisonment and malicious prosecution.

Mr. Eldon Potter, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings), appeared for the plaintiff, and defendants were represented by the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Needham.

Mr. Potter, in opening, stated that the plaintiff was a Chinese clerk who had been in the employ of the defendant company for about five years, and before his discharge he was obtaining a salary of \$35 a month. Plaintiff was recommended to the Company by Mr. Lau Chu Pak, and apparently he gave every satisfaction, because on two occasions when he intimated his intention to leave the defendants raised his salary and kept him on. For some time previous to June 29th the plaintiff was employed in Messrs. A. S. Watson's Kowloon branch, where he was the Chinese clerk controlling the mineral water department. He was under the supervision of Mr. O. S. Williams, who was the European in charge of that branch of Messrs. Watson's business. It was an essential part of plaintiff's duty to keep certain books, such as stock books, ledger and so forth, which would show how much mineral waters had been received from Hongkong and had been sent out to customers in Kowloon. Up to June 29th, the best of relations existed between the defendant firm and their employee. Plaintiff had given every satisfaction and defendants were anxious to retain him in their employ, but on June 29th something happened which led to the present case. Between 5 and 6 p.m. on that day Mr. Williams' boy went to the plaintiff and informed him that Mr. Williams wanted to see him in his room. Plaintiff went there and saw Mr. Williams and a police sergeant. When the plaintiff entered the room Mr. Williams, to his utter astonishment, began to dress him as follows: "You are a thief. You stole 24 dozen of mineral waters which you sold to the Chung Hing firm." One of the first remarks made by the plaintiff after that was, "I don't know the Chung Hing firm," and he absolutely denied that he stole a dozen or any amount of mineral water. But Mr. Williams was not content with the denial, and pressed the plaintiff to admit his guilt. He told him that if he admitted his guilt it would be all right, and he could go away. The plaintiff, not being a guilty man, would not admit any guilt. This went on for approximately half an hour, during which time the door was shut on the plaintiff, and he was not allowed to leave the room, although he requested permission to do so. What was of the utmost importance was that after the first half hour or twenty minutes the plaintiff had been in the room he was arrested by a police sergeant. He was confined in the room, while protesting his innocence and refusing to admit any guilt. Plaintiff was afterwards taken in charge by the police sergeant and removed to the Kowloon Police Station, where he was confined for the night. Next day he was charged at the Hongkong Police Court with the larceny of 24 dozen mineral waters, which larceny was alleged to have taken place on June 26th. If the facts were proved as Mr. Potter had stated he thought that the detention of the plaintiff by Mr. Williams was a false imprisonment. In order to constitute a false imprisonment in the eyes of the law it was not necessary that a person should be thrown into gaol, but if a man was deprived of his liberty even for a short time the person who caused his incarceration was guilty of false imprisonment.

His Lordship—Are you not relying more especially on what happened subsequently?

Mr. Potter said he was, but there was no warrant issued for the arrest of the plaintiff.

After the conversation had taken place between Mr. Williams and the plaintiff the latter was arrested by the sergeant. Continuing, Mr. Potter stated that in an action for false imprisonment all the plaintiff had to prove was the false imprisonment, and it was for the defendant to satisfy the jury that he did not act with malice. It was for him to satisfy his Lordship that he acted with reasonable and probable cause. Concerning the malicious prosecution, the burden of proof was on the plaintiff, who had to satisfy the jury that he was prosecuted maliciously. Mr. Potter said he would prove the arrest, the confinement to the room and so forth. Having done that, it would be for the defendant to satisfy the Court that he had reasonable and probable cause for this imprisonment. If the jury were satisfied only, then they would be entitled to say that the plaintiff was guilty of malice. Mr. Potter referred to three letters which he wished to put in, and stated that there was nothing in those letters which suggested that he did not think it was an unfair criticism to say that Mr. Williams, having received a letter from his employers, vented his spleen on the plaintiff. Mr. Williams could have ascertained, by taking any reasonable step, that no mineral water was supplied to any Chinese dealer in Kowloon by Messrs. Watson's Kowloon Dispensary. The defendants in this case were a limited company, and the plaintiff sought to make that limited company liable for the wrongful act of Mr. Williams, their servant. Where the servant of a company was acting within the scope of his employment, and in that employ-

ment did some wrongful act, the company was liable for the wrongful act. It would be a question of fact for the jury to say whether or not Mr. Williams had implied authority from the defendant company to arrest the plaintiff. If he had that authority, and if he did wrongly arrest the plaintiff, then Messrs. Watson were liable. Counsel called the jurors' attention to the fact that Mr. Williams was the sole European in charge of the Kowloon branch, and that the Kowloon agency was separated from Hongkong. The jury could take into consideration the fact whether or not a man in Mr. Williams' position had implied authority to arrest for larceny. Even if the jurors were satisfied that Mr. Williams had no authority vested in him to arrest an offender, Counsel submitted that Messrs. Watson had ratified the act of their subordinate, and that they were liable if Mr. Williams was wrong in the first instance.

A verdict was entered for plaintiff for \$300.

COMPANY REPORTS.

HONGKONG AND WHAMPOA DOCK CO., LTD.

The following is the Report for the half-year: Gentlemen.—Your Directors beg to submit Report and Balance Sheet for the half-year ended 30th June, 1911.

The Net Profit for Six Months after debiting Profit and Loss Account with all charges, including Directors' and Auditors' Fees, is \$ 66,595.03 to which has to be added balance from last Account ... 137,291.94

making available for appropriation the sum of ... \$203,886.97

The Board of Directors recommend that a Dividend be paid to the Shareholders at the rate of 2 per cent. for the six months (\$1 per share), which will absorb ... \$ 50,000.00 and that the balance of ... 153,886.97 be carried forward to the New Account.

During the period under review we have built two launches, one tow boat, one scow, and three motor boats. In addition we have executed orders for various auxiliary machinery and boilers, also large contracts for sugar and pulp mill machinery and gear. Our Construction Department has also been well employed with various contracts.

A new service launch K14 has been built and placed in commission as Kowloon Dock Boat Ferry and has proved a great convenience to our clients.

Work in hand consists of two steam launches, two motor boats, four wood lorries, and various marine engines and boilers.

We have also under construction new tramway cars for Hongkong, new Star Ferry Wharf, and large contracts in constructional and other work for local clients.

No. 1 Dock Extension is now complete.

DIRECTORS.

The Honourable Mr. Henry Kewrick has resigned from the Board and the vacancy has been filled by the Honourable Mr. C. H. Ross.

AUDITORS.

The accounts have been audited by Mr. A. R. Lowe, C.A., and Mr. A. A. Fyfe, C.A.

G. H. MEDHURST, Chairman.

Hongkong, 8th August, 1911.

BALANCE SHEET: 30TH JUNE 1911.

CAPITAL 50,000 Shares of \$50 each, fully paid up ... \$2,500,000.00

Reserve Fund ... 200,000.00

Marine Insurance Account ... 88,214.99

Sundry Creditors ... 2,441,933.15

Balance of Profit brought forward from last Account \$ 137,291.94

Profit for the half-year ending 30th June, 1911 ... 66,595.03

203,886.97

\$ 5,034,085.11

ASSETS.

Value of Kowloon, Cosmopolitan and Aberdeen Docks, Buildings, a.s.d. Plants, (including Floating Plant) as per last statement \$3,502,673.58

Amount since paid on account of additions to Plant ... 10,946.97

\$3,513,620.55

NO. 1 DOCK EXTENSION ACCOUNT.

Amount paid as per last statement ... \$258,980.71

Amount expended during six months—1st January to 30th June, 1911 ... 12,319.01

271,299.72

225,062.93

156,041.84

868,063.07

\$ 5,034,085.11

REVENUE ACCOUNT: 30TH JUNE, 1911.

To interest ... \$ 56,234.36

To taxes and rates ... 12,825.72

To Crown rent ... 4,073.05

To insurance ... 9,817.84

To directors' and auditors' fees ... 8,750.00

To profit ... 66,595.03

\$158,296.00

By net earnings ... \$158,296.00

\$158,296.00

R. M. DYER, Chief Manager.

WM. JOYLI, Secretary.

Kowloon Docks, 31st July, 1911.

We have examined the foregoing Accounts with the Books and Vouchers of the Company and certify the same as correct in accordance with them. The additions to Kowloon Dock and Extension Accounts are certified by the Chief Manager, who also certifies the value of the materials on hand to be reasonable.

A. R. LOWE, C.A., Auditor.

A. A. FYFE, C.A., Auditor.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ABSTRACT OF ASSETS AND LIABILITIES, 30th June, 1911.

Liabilities: Paid-up capital ... \$15,000,000.00

Reserve fund, \$15,000,000.00 at ex. 2/ ... 15,000,000.00

Sliver reserve fund ... 16,250,000.00

Marine insurance account ... 250,000.00

Notes in circulation—(Authorized issue against securities and coin deposited with the Crown Agents for the Colony and their trustees) \$15,000,000.00

Additional issue, authorized by Hongkong Ordinances against coin lodged with the Hongkong Government ... 2,706,086.00

17,706,086.00

Current, silver ... 109,494,599.83

Accounts, gold ... 4,157,404.92

4,157,404.92

Fixed silver ... \$64,239,689.78

Deposits, gold ... 155,653,461.63

4,640,181.13a.3d. = 51,508,863.41

Bills payable (including drafts on London Bankers, call loans and short sight drawings on London Office against bills receivable and bullion shipments) ... 18,285,873.92

Profit and loss account ... 5,232,844.16

\$359,126,243.90

Liability on bills of exchange re-discounted, \$7,217,365.15a.2d. of which \$5,758,791.19, b.d. have since run off.

ASSETS.

Cash ... \$ 49,366,555.34

Coin lodged with the Hongkong Government against authorized and/or excess note circulation ... 9,000,000.00

Bullion in hand and in transit ... 15,744,195.19

Indian Government rupee paper ... 1,367,919.12

Consols, colonial and other securities ... 11,412,907.28

Sliver reserve fund investments, viz.:—

\$1,200,000 2 1/2 per cent. consols at 79 ... \$948,000

(of which \$250,000 lodged with the Bank of England as a special London reserve)

\$270,000 3 per cent. exchequer bonds ... 264,600

\$340,000 other sterling securities, written down to 287,400

\$1,500,000 @ ex. 2/ ... 15,000,000.00

Bills discounted, loans and credits ... 125,338,366.48

Bills receivable ... 189,995,705.91

Bank premises ... 1,900,590.68

\$359,126,243.90

GENERAL PROFIT AND LOSS ACCOUNT, 30th June, 1911.

Dr. To Amounts written off:—

Remuneration to Directors, \$ 15,000.00

To Dividend account:—

\$2 per share on 120,000 Shares = \$240,000 at 1 1/2 %

2,679,069.77

To Transfer to Silver Reserve fund, ... 500,000.00

To Balance forward to next half-year, ... 2,038,774.39

\$ 5,232,844.16

Cr. By Balance of Undivided Profit, 31st December, 1910, ... \$2,039,151.91

By Amount of Net Profits for Six Months ending 30th June, 1911, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due, ... 3,193,692.25

\$5,232,844.16

STERLING RESERVE FUND.

To Balance \$1,500,000 @ ex. 2/; \$15,000,000.00 (invested in Sterling Securities).

\$15,000,000.00

By Balance 31st December, 1910, ... \$15,000,000.00

\$15,000,000.00

By Balance 31st December, 1910, ... \$16,250,000.00

By Transfer from Profit and Loss Account ... 500,000.00

\$16,750,000.00

By Balance 31st December, 1910, ... \$16,750,000.00

\$16,750,000.00

R. EDWARDS, Chief Accountant.

N. J. STARR, Chief Manager.

G. H. MEDHURST, Directors.

E. SUELLIN, F. Lobb.

We have compared the above statement with the Books, Vouchers and Securities at the Head Office, and with the returns from the various branches and agencies, and have found the same to be correct.

W. HUTTON PORTER, C. GOMPERTZ MACKIE, Auditors.

Hongkong, 8th August, 1911.

INTIMATIONS.

RID OF HORRIBLE ITCHING PAIN

Sores on Arms, Legs and Toes. Could Not Sleep at Night for the Pain. Gave It Up as Incurable.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. R.O. Box 33. Telephone No. 12. Telegraphic Address: Press Code: A.B.O. 6th Rd. Tiche's.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

DIVIDEND WARRANTS dated London 14th July, 1911, may be had on application at the Office of the Underigned. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 9th August, 1911. [1014]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE."

Capt. R. L. Davis, will be despatched as above on or about the 30th August.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.

A Doctor and Stewardess are carried, and all cabins are fitted with Electric Fans.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th August, 1911. [1015]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Aug. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Aug., at 9.30 A.M.

All Claims must reach us before the 19th Aug., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underigned.

This Steamer brings Cargo

Et as "Pond" from Zanzibar via Aden.

Transhipped at Port Said.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 8th August, 1911. [5]

ORIENTAL BREWERY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of 10B is REDUCED to ONE CENT per lb. from this Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from this Date.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th August, 1911. [1005]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have This Day Declared an INTERIM DIVIDEND for the Half-Year ended 31st June, 1911, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 16th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 14th August, 1911, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th August, 1911. [1006]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-.

Write to-day.

B. WEINGOTT, Dept. J.

Wanganui, New Zealand. [964]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD- STONES and CROSSES in Stock at-

BROWN, JONES & Co., 41, Morrison Hill Road.

Hongkong, 1st June, 1911. [776]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Memo Pictures made of used Postage Stamps.

Inspection Invited. [891]

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th of August, 1911, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED on MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, N. J. STABBS, Chief Manager.

Hongkong, 2nd August, 1911. [994]

FOR SALE

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to—

C. SCHROTER, Care of Messrs. GARRIES, BORNH & Co., King's Buildings, IIIrd.

Hongkong, 10th July, 1911. [923]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

Revised by the MEMBERS.

PRICE ———— \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

AUSTRALIAN BUTTER.

There is

Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

By popular English Manufacturers. In all Hoses and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [608]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, YOSHIOYAMA, HOJO, KANADA, NAMAZUTA SATO SHINNEW and KAMAYAMADA.

Collieries.

AGENTS FOR KISHIDAKE and SAKITO Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

For Particulars, apply to

Y. SHIBUYA, Manager.

No. 2, Pedder Street, Hongkong

Hongkong, 10th August, 1911. [636]

INTIMATIONS

GRAND OPENING OF FRANK FILLIS GREAT EUROPEAN CIRCUS AT THE VICTORIA SKATING RINK, Opposite the Central Market, Hongkong, TO-MORROW (FRIDAY), 11th AUGUST, 1911. 7 DAYS ONLY 7

Great Tremendous Programmes will be presented at each Performance. Daring, Thrilling, Exhilarating, Novel, Funny and Sensational Acts, including all our World Famed Trained Horses, Fairy Ponies, Dogs, Leopards, Monkeys, Baboons, etc., etc., etc., also our World Famed Artists.

50 in all 50 in sensational, contortionist acts, Ladies and Gentlemen Jockey act Riders, Wonderful Jugglers, Wonderful Barrel Twisters, Song and Dance Artists, and everything that is wonderful, all to be seen in the Rink, on FRIDAY, 11th August, and also SATURDAY, SUNDAY, MONDAY, TUESDAY, WEDNESDAY and THURSDAY, 12th, 13th, 14th, 15th, 16th and 17th August.

GRAND MATINEES—SATURDAY AND SUNDAY, and Special Attractive Programmes will be presented.

Doors Open at 3 o'clock. Performance at 4 P.M.

A GRAND CHINESE PIG HUNT 50 Dollars for Pigs 50

Will take place on SATURDAY, 12th August, and SUNDAY, 13th August.

Entries free for all Chinese.

POPULAR PRICES TO PERFORMANCES: 30 cents Gallery, 50 cents Carpeted Seats, \$1 Stalls, \$2 Reserved Seats, \$3 Box Seats, Children Half-Price to Matinee.

Doors Open at 3 P.M. Performance at 9.15 P.M. sharp.

Booking Plan at Messrs. ROBINSON FIANCO Co. Hongkong, 9th August, 1911. D. B. MOPHERSON, Manager. [1016]

WAIT FOR THE NEW SHOW

COMING BY S.S. "YARRA."

OPENING NIGHT!

AUGUST 16TH, 1911.

AT CAUSEWAY BAY.

Hongkong, 10th August, 1911. [982]

INTIMATIONS

BYSACK'S HIPPODROME CIRCUS.

CAUSEWAY BAY.

Look at This! Look at This!

BOXING! BOXING! BOXING!!!

ON SATURDAY, 12th AUGUST, at 9 P.M.

15 Rounds

Corpl. SCRUTTON v. Seaman TOVEY, for the Middle-Weight Championship of the Colony.

10 Rounds

IRON BUX v. Pte. POTTER, K.O.Y.L.I.

8 Rounds

Sapper MILES, R.E. v. Pte. SMITH, K.O.Y.L.I.

Finalist Army and Navy Light-Weight Championship

Aldershot, 1909.

8 Rounds

Seaman DAVIS v. Pte. WORTHINGTON, H.M.S. "Cadmus," K.O.Y.L.I.

No Bluff Programme.

Genuine Bouts. No Fakes. No Frame-ups.

JACK DEMPSEY, Referee.

SID KELLY, Timekeeper.

POPULAR PRICES:

Ring Side, \$5.00. Stalls, \$3.00. Gallery, \$1.00.

Natives, 50 cts.

Free List Entirely Suspended.

Hongkong, 9th August, 1911. [1013]

RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS:

EVERY Man and Woman in Hongkong should read the series of Articles appearing in the

"HONGKONG TELEGRAPH"

on "THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS."

The Law is clearly stated.

The Faults of the Hongkong system criticised.

Two Articles have already appeared, but book numbers can be obtained on application.

Further instalments will appear on Saturdays, until completion of the series.

Don't Miss Them. They will interest you deeply, and are worth preserving.

"HONGKONG TELEGRAPH," 47, Des Vaux Road Central.

Hongkong, 7th August, 1911. [1004]

TO LET

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [892]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—

CHATER & MODY.

Hongkong, 31st March, 1911. [121]

TO LET

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1911. [116]

TO LET.

TWO OFFICES on 1st Floor of Hotel

Mandarin.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 7th April, 1911. [575]

TO LET.

OFFICES on Ground and First Floor in

Chater Road. Very central position.

No. 7, DUNDRELL STREET, 1 Godown.

"KELLY'S CREST," No. 68, PRAY, from 1st August, 1911.

No. 9, BEACONSFIELD ARCADE (Shop).

The KYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 2nd August, 1911. [118]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1911. [114]

TO LET.

10, MOUNTAIN VIEW. Immediate

possession.

Apply—

"Y. Z." Care of "Daily Press" Office.

Hongkong, 6th July, 1911. [491]

TO LET.

THE BUILDING now in occupation of

THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912.

"GODOWNS" in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 13th July, 1911. [627]

TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

GODOWNS, To Let, at Blue Buildings,

4A, Praya East.

"CREGGAN," 39, The PRAY, GODOWNS, 151 to 155, PRAYA EAST, SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th August, 1911. [113]

TO LET.

AN OFFICE in Alexandra Buildings.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 8th June, 1911. [799]

TO LET.

FURNISHED HOUSE, with Tennis Court, on higher level.

Apply to—



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

**Calvert's
Tooth Powder**

They know—they can tell from
their teeth—how well the den-
tifice does what they want, that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.

Your local Chemist or Store
is sure to stock and tell it.
F. C. CALVERT & Co., Manchester, Eng.

**MARTIN'S
APIOL & STEEL
PILLS**

**MARTIN'S
APIOL & STEEL
PILLS**

**FOR
NERVOUS EXHAUSTION**

LOSS
OF
MEMORY
and
DEBILITY
and

to
feed
THE
NERVES

**CHAPOTEAU'S
PROSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.

IN CAPSULES, IN WINE, AND IN STUP

報新外中港香
CHUNG NGOI SAN P.
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong 131, Fleet Street, London,
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

COMPANY MEETING.

**BRITISH NORTH BORNEO
COMPANY.**

RAPID DEVELOPMENT OF THE COUNTRY.

The 57th half-yearly meeting was held on
July 12th at the Cannon-street Hotel, London,
under the presidency of the Right Hon. Sir
West Ridgeway, G.C.B., G.C.M.G., K.C.S.I.,
the Chairman of the Company.

The Secretary (Mr. Harrington G. Forbes)
having read the notice convening the meeting
and the auditors' report.
The Chairman addressed the shareholders,
and in the course of his remarks said:—I am
sure you will agree with me that the balance-
sheet is a highly satisfactory statement. The
receipts of the year exceed the expenditure by
£142,642, and after deducting interest on
debentures and bonds and the dividend for 1909
and transferring £50,000 to reserve, there
remains a credit balance of £184,464.

You will have observed in the directors'
report that the paragraph contained in reports
of recent years relating to the valuation of
the company's property has been omitted. The
Court are of the opinion that a valuation
should be made at intervals of, say, three
years, and that the calculation should be based
on definite data, having regard more particu-
larly to the increase in the most important
sources of revenue—such, for instance, as the
Customs. The next valuation will accordingly
be made either next year or the year
after on these lines. In view of the in-
crease in the revenue, between 1910 and 1909,
there can be no doubt that the property has
considerably increased in value.

THE BORNEO REVENUE.
Exclusive of land sales and profit on conces-
sions, the revenue in Borneo for 1910 exceeded
that of the previous year by £11,000. The
principal increase was under the head of
Customs, which is no doubt the best index of
the progress of the State, and the Court look
forward with confidence to this source of revenue
increasing considerably from year to year. In-
creases will also be noted under other headings,
such as railway receipts, land revenue, and tele-
graph revenue, all of which point to increasing
prosperity. The increase of £11,000 would
have been £16,000 had it not been for a falling
off of about £5,000 in the revenue derived from
Excise duties. For this falling off there was,
in my opinion, little justification, in view of the
increasing population of the territory. The fact
is that the present farmer practically
enjoys a monopoly. The excuse given by him
for reducing his tender for 1910 was the
agitation on the opium question and the
possible rise in the price of opium. Where
there are Chinese, there must be consumption
in opium, and in our territory the
use of opium is practically restricted to the
Chinese; and although the traffic is carefully
watched and subject to similar restrictions as
those in the Straits Settlements, the aggregate
consumption must increase so long as the
Chinese population increases at the rate of
several thousands per annum. The Court will
discuss this important question with Sir Richard
Dane. The only noteworthy items which show
a decline are under the heads of Postal and
Inland Revenue, concessions, and land sales.
As regards the postal revenue, the diminution
of £235 is due to the fact that the sale of stamps
in 1909 was abnormal, owing to the issue of a
new series during that year.

The concessions and land sales are, in fact,
the same item, but it has been the practice hitherto
to divide land sales under two heads, namely,
concessions and land sales, and to earmark the
latter for the payment of debenture interest.
This distinction will be discontinued in future,
and both will be shown under the head of land
sales. The reduction under this head, in the
course, owing to the fact that—was to be
expected—there has been less demand for land
for rubber planting.

LARGE INCREASE IN THE VOLUME OF TRADE.
The volume of trade for 1910 amounts to
£981,214 over 1909, showing an increase of 124
per cent. The increased revenue in general
imports over 1909 amounted to approximately
40 per cent. The steady annual increase in our
revenue is indeed satisfactory. In 1901 the
revenue was £61,459, and it has gradually
increased without a check from that figure to
£144,492 in 1910, or inclusive of land sales
£221,284 8s. 9d. The company commenced to
earn and pay dividends in the year 1896 (that is,
15 years ago) when, with a total revenue from
Borneo of £42,841, a dividend of 1 per cent. was
declared. From that year onwards the increase
of revenue steadily continued, and the Court
were able, in 1907 and 1908, to raise the divid-
ends to 4 per cent., and in 1909 to 5 per cent.
You must, however, bear in mind that in 1909,
owing to the rubber boom, the ordinary revenue
of the country was very largely improved by the
sale of land, and in the year 1910 the revenue
has also been materially increased in the same
way. Under these circumstances, the Court
might have declared even a larger dividend than
5 per cent. for 1909 and 1910, but bearing in
mind the possibility of a falling off in land
sales in future years, they decided in
1909 to transfer a large portion of the
surplus profits of that year to reserve, and
during the review we have again
transferred £50,000 to that reserve, which now
stands at £104,000. This, after providing for
depreciation, is practically a dividend-equalization
fund, on which we can draw during follow-
ing years if the necessity arises. As I have
already told you, the increase in the ordinary
revenue continues, and I may safely predict
that for 1911 it will exceed that of 1910—so far
as our recent year Customs yielded by far the
largest proportion of our ordinary revenue last
year, and we may rely on still further very satis-
factory increase this year under this head. Rail-
way receipts, I am pleased to say, have also been
steadily increasing, and, as a result of improved
conditions, we may confidently anticipate a still
greater increase in the railway revenue. In
order, however, to obtain increased revenue you
must be prepared for an increase in expenditure.

DIVIDEND PROSPECTS.
I must remind you that the capital of the
company, which in 1896 was but £251,334, is now
£1,839,241, or an increase of about £1,588,000;
consequently, to pay a dividend of 5 per cent.
now requires a sum of about £92,000. We now
have a balance available of £184,464, with a
reserve fund of £104,000, so that, even sup-
posing that we were to sell no land at all this
year, we can safely expect the surplus revenue
for 1911 to be sufficient for a 5 per cent.
dividend, without recourse to the reserve
fund created mainly for the purpose of
equalizing dividends. Furthermore, in view of
the increased prosperity in every direction in
the country, we may confidently rely on a
substantial increase in the general revenue for
1912, and shall be independent of any windfall
such as that which followed the recent rubber
boom. For that windfall and the prompt and
skilful manner in which it was taken advantage
of by our late chairman, we have much to be
thankful, but much as we would welcome its
renewal, we are no longer dependent upon it.
(Cheers.) Apart from land sales in the ordinary
acceptation of the term, it is satisfactory to know
that land revenue is steadily increasing.

ADMINISTRATION.

The first step essential to success is an
efficient administration, and it was because I
felt that my experience as an Administrator
would be useful to you at this stage of the
company's progress that I accepted the post
of Administrator. As I mentioned to you
at the last December meeting, we entrusted to
Sir Richard Dane the task of making a thorough
investigation in every department of the Service
in North Borneo, not only with regard to the
administrative machinery but also the financial
administration. Sir Richard Dane has com-
pleted his task and is now on his way home, but
we have not yet received his report. Since
December we have been engaged in the con-
sideration and, in some cases, the accomplish-
ment of many important improvements. Per-
haps one of the most important is a classification
scheme, under which the Court have improved
the pay and prospects of the Service. For the
current year the salaries of the officers in North
Borneo will be raised by about £1,200, and will
gradually increase under the system of incre-
ments which we have adopted. We hope in the
course of time to be able to place our officers in
a still better position. The officers appear to be
an exceptionally able and zealous body, and the
company owes much to the senior officers, whose
patience, and self-sacrifice during many
past years has done so much to bring the country
to its present contented and prosperous condi-
tion. (Hear, hear.) We have also devised a
scheme of pensions, to which officers will make
monthly contributions out of their pay, the fund,
however, being largely subsidised by the Com-
pany. The first time, an officer of the British North
Borneo Service will know that at the end of his ser-
vice he will receive an adequate pension, or that if
he dies before retirement his widow will also be
provided for. (Hear, hear.) The result of these
concessions will be that our service ought to be
much more popular than it is at present, and
we shall have a larger field from which to select
recruits.

Another essential need of our territory is an
increased population. This end can be attained
in two ways, first, by means of sanitation and
the improvement of the health of the existing
population, and, secondly, by the immigration,
not merely of transitory labour, but of settlers,
accompanied by their families, who will reside
in the country. Much depends on a large
Chinese agricultural population. I am glad to
be able to say that the immigration of free
Chinese is increasing. Of course it is the duty
of the company, who have undertaken to ad-
minister the Government of British North
Borneo, to watch and improve the health of the
native population, and we believe that careful
medical supervision should result in an increase
in their number, and that one of these days
they may prove to be a valuable supplement to
imported labour. With a view to this and the
Court have under consideration the reorganiza-
tion of the medical department and the appoint-
ment of a medical officer. Much
good work is being done in the cause of educa-
tion by various missions, and the Court have
this year substantially increased the grants in
aid which they have hitherto made.

LABOUR.

I now come to the question, which I touched
upon last December, of the establishment of a
labour recruiting agency in China. The Court,
in conjunction with the Borneo Planters' Associa-
tion, sent Mr. Young Biddell as a representative
of our Government to China, and not only has
he had the labour question in his hands, but he
has also been entrusted with the drafting of the
scheme whereby suitable indentured men can be
brought to Chinese and others to bring their
families and settle in the country. Mr. Biddell
arrived yesterday from Borneo, and we have yet
to hear all he has to say on both these important
questions; but in the meantime I may tell you
that he reports that all the estates are amply
supplied with labour and that no difficulty is
likely to arise.

THE RAILWAY.

When I met you in December last I told you
that the condition of the railway was unsatisfac-
tory, and that we had arranged a close examina-
tion of the whole line by experienced railway
officers of the Federated Malay States, and I
warned you that we should probably have to
incure a considerable capital outlay in order to
put the line in a condition of safety and enable
it to cope with the increasing traffic. Vigorous
action at once required. Mr. West has dis-
cussed his recommendations after many years of
arduous labours. In recognition of his services
the Court have voted him a pension on the
highest scale which has hitherto been granted to
any of its retired officers. (Hear, hear.) Con-
sequent on Mr. West's retirement we have
appointed Mr. J. Watson as our engineer-man-
ager. We have also appointed, as a temporary
measure, an expert railway accountant in the
person of Mr. A. McDowell, who will reorganise
and organise the railway accounts on the most
approved system. Anticipating the advice of
the experts who, by permission of the Colonial
Office, examined and reported on the line, we
appointed as our consulting engineers the
gentlemen who act in that capacity for the
Colonial Office.

We do not yet know how much it will cost us
to bring the existing railway into proper and
satisfactory condition, but no doubt the cost will
not fall far short of £200,000, which, of course,
will be a charge on capital. On the other hand,
the revenue of the railway will, in all proba-
bility, largely increase. I am convinced that, un-
der the new conditions, and in view of the
largely increased and increasing population,
the railway will prove to be a very profitable in-
vestment. (Cheers.) Approximately the popula-
tion has doubled in the last ten years. The
next step will be railway extension, and this
subject will be very carefully considered after
consultation with Sir Richard Dane.

Another matter which is engaging the at-
tention of the Court is a scheme for road con-
struction on a more extensive scale, in order
more rapidly to open the country and improve
means of transport and communication. During
1910 a considerable sum was expended on the
construction of bridle-paths, of which there
are now 460 miles. Their civilizing influence is
undoubted. There are in the State 625 miles
of telegraph and 313 miles of telephone. We
have also sanctioned a scheme of telephone
communication between the different estates
and district headquarters on the west coast, the
cost of which will be practically defrayed by
the contributions of the companies interested.

It is a common thing to hear remarks about
the company's territory being so out of reach,
and I dare say it will surprise many of you when
I tell you that three mails are received and
despatched from British North Borneo every
month. The average duration of the transit is
28 to 30 days; the record was reached last
August, when the London mail was delivered at
Jesselton in 25 days.

RUBBER, TOBACCO, AND OTHER COMPANIES.
It should be a great satisfaction to you to
know how rapidly the development of the
country is proceeding through the instrumenta-
lity of rubber, tobacco, and other companies.
I hold in my hand reports by the directors of
the various companies. One of the chief items
of these reports is that in the aggregate 16,000
acres of rubber are now under cultivation, and
against 9,077 acres in July of last year, and the
other satisfactory point is that the export of

rubber in 1910 amounted to 54,631lb. In the
year 1905, with 10,000 to 12,000 acres planted
with rubber, the export from Ceylon only
amounted to 30,000lb., whereas in 1910 there
were at least 100,000 acres under rubber, and
the export last year amounted to 1,600 tons
(2,584,000lb.). It has now been demonstrated
beyond any doubt that the soil and climate of
North Borneo is admirably adapted for the
cultivation of rubber. Considering their age,
the growth of the trees in many instances is
phenomenal, and, as regards the rubber itself,
on several occasions it has realized the top price
at the Malayan-lane sales. (Cheers.) We
anticipate no difficulty as regards labour.
In respect of tobacco, I am glad to be able
to say that the companies are realizing highly
satisfactory prices for the 1910 crop. The
Court also intend to encourage the cultivation
of coconuts. This, as you know, exists on a
fairly large scale at present, but its extension
should add a very important industry to the
territory. We shall also make every effort to
encourage padi cultivation with a view to ob-
taining—as far as possible—the large imports
which are required to meet local consumption.
The export of timber also increased during
the year under review. Some Chinese firms
are starting in the timber industry, and exist-
ing concerns are attending their operations.
There are two companies working mangrove for
cutch, and negotiations are proceeding for a
third concession. Cutch, as you know, is largely
used for dyeing purposes, and is the trade name
for the extract from mangrove bark.

THE COAL INDUSTRY.

One of the most interesting and, we hope,
one of the most promising industries of
the territory is the coal industry. This
has been practically in the hands of the
Cowie Harbour Coal Company. The resources
of the company had, however, not proved equal
to the work which they had undertaken, and
they appealed to us to help them to arrive at a
profit-earning state. Having received satis-
factory assurances, we agreed to make advances
to the extent of £27,500 for the purpose of
purchasing plant and discharging other
liabilities which the company had incurred. In
doing so we stipulated for a prior lien on the
whole of the property of the coal company, and
for a reasonable rate of interest on the money
which we embarked in the undertaking. We
hope that in time the industry will prove to be
of the very first importance. We have further
assisted the company by erecting bays and
beacons in the channel by which
their coal stores are approached, so as to enable
ships to call for coal without any risk. The
Court are now represented on the board of the
coal company by two of its directors, and the
offices of the company have been transferred to
our building. In 1910 35,163 tons were mined,
against 25,512 tons in 1909. I have just had
put in my hand a report received from the
captain of the steamer *Crescoda*, which
recently called at Jesselton for coal. The captain,
reporting to his owners, says, *inter alia*—
"This coal, in my opinion, is one of the best
coals in the East—almost equal to Milike—
in case this should tempt you to send other
vessels there."

We have also been engaged in arranging for
the better lighting of the approaches to Jesselton
and in this, as in other nautical questions, we
have had the valuable assistance of our colleague
Admiral Sir Bouverie Cook. We have just had
authorised the extension of the Jesselton Wharf,
and are considering a scheme for improving the
water supply of increasing towns. The com-
panies are doing great work for us, and they are
in every way entitled to and will receive our
sympathy and all possible assistance. We shall
continue to afford financial support in all in-
stances where we find we can do so to the mutual
advantage of ourselves and the companies
concerned.

MINERAL TREASURES IN THE TERRITORY.

Our territory is believed to be rich in mineral
treasures, but the exercise of rights of exploiting
all minerals, mineral oils, &c., has been given to
the British Borneo Exploration Company for a
period of 50 years dating from 1915. From its
inception the company has been engaged in pro-
specting work, but the results have been far
from satisfactory. Prospects of oil are more
promising, and the British Borneo and Burma
Petroleum Syndicate, who have acquired a large
tract of land on the west coast in the Klas
Peninsula, which has been reported upon most
favourably by the geologists, are for a time
being engaged in operations to that district,
where several oil-bearing anticlines have been
located. The syndicate anticipate that they will
develop an oil-field of great extent and value.
You may remember the excitement which was
caused by the mere possibility of a second De-
Beers Mine in the Lubuk District. The sam-
ples of blue ground which were sent home for
washing purposes this time, proved to be barren,
but had investigations been energetically pur-
sued, different results might have been obtained.
For it appears that the samples had been taken
haphazard, and in all probability at some distance
from the supposed pipe. The point has never been
properly tested, but I learn that the Exploration
Company are about to undertake measures to
that end. Unfortunately, the financial resources
of the Exploration Company have reached a
very low ebb, and to any scheme to provide fur-
ther funds for future operations the Court will
give sympathetic attention, provided that it is
an extensive and well-considered scheme. The
only means of disclosing the hidden wealth of
the country is a mineral survey of the whole
territory, and I trust that we may be able to
carry out such a survey in conjunction with the
Exploration Company.

At our meeting in December last, I told you
that a vacancy in our Court had been offered to
a distinguished statesman and administrator.
I am sorry to say that the gentleman in ques-
tion, after accepting the offer, found himself
debarred—by political considerations—from
joining the Court. The Court have, however,
been very fortunate in securing the services
of Sir Montagu Osmund, late Permanent
Under-Secretary of State for the Colonies. Our
relations with the Colonial Office become more
and more intimate as time goes on, and it is very
desirable that they should have confidence in the
Court, and that confidence is of course
greatly increased by the presence of their
Permanent Chief on the Court. Moreover, Sir
Montagu, as Crown Agent, has had great
experience in connection with the construction
of railways and other public works, finance, &c.
The Court has made it a rule that all appoint-
ments to the Court should be made on condition
that the new director will take his turn in visit-
ing North Borneo, for we hope that every year
one of the directors will undertake that duty. I
propose myself to set the example, and within
six months I trust I shall be on my way to our
territory. (Cheers.)

I think you have every reason to congratulate
yourselves on the position and prospects of the
company. There is no fear that with a rich
country like ours we shall not go on steadily
increasing our revenue, and also—I hope—our
dividends, but we must not stand still. Our
policy must be a policy of progress, and I hope
that my return from North Borneo the Court
will be able to lay before you a comprehensive
programme for the further development of the

SPECIAL BARGAINS

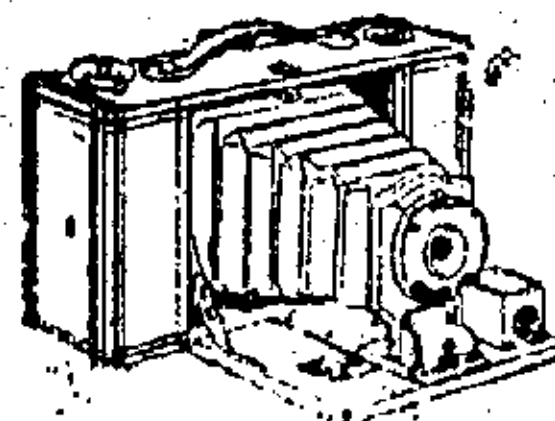
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territory. I now propose: "That the report of
the directors and statement of accounts for the
year ending December 31, 1910, approved
thereof, be received and adopted." (Cheers.)

The Vice-Chairman (Mr. Edward Dent) se-
conded the motion.

A short discussion followed, to which the
Chairman replied, and the motion was then
unanimously adopted.

Resolutions were afterwards passed declaring
a dividend of 5 per cent. for the year 1910, payable
on the 1st prox., and re-electing the retiring
directors, Mr. Edward Dent and Major-General
Sir A. E. Turner, and the auditors, Messrs.
Toung & Young & Co.

A vote of thanks to the Chairman terminated
the proceedings.

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RUBBER SHARES.

SINGAPORE QUOTATIONS.

On 3rd August, 1911.

(Messrs. L. Y. and Evans' List.)

Non. Value.	Buyers.	Sellers.
21 Allagar	353	348
21 Allagar Options	14	148
21 Anglo-Java	45	54
1 Anglo-Johore	763	94
21 Anglo-Malay	1656	1744
21 Anglo-Sumatra	555	689
1 Ayer Kuning	1363	174
1 Banteng	4153	4689
21 Bata Malaka	15104	893
21 Bata Caves	2204	2354
1 Batu Tiga	704	7849
1 Beaufort Bernice	1566	1653
1 Bukit Kijang	374	3866
1 Bukit Lintang	714	804
2 Bukit Meriam	23	26
21 Bukit Rajah	2204	2404 x div.
21 Bukit Selangor 143 pd.	14	14
21 Carey United 54 pd.	54	104
1 Castlefield	104	1164
1 Chersonese	59	14
2 Chimpul options	143	144
21 Cincely Ord	346	394
21 Prof	346	394
21 Consolidated Malay	154	1744
21 Damansara	1004	112 6 x div.
1 Denistown	2246	26 6
21 Edinburgh	74104	94
21 Federated Selangor	194	2104
21 Gelandang Bear	49	56
21 Gelandang	774	8349
1 Golden Hope	75 6	87 6
1 Hajop	743	8104
1 Harpenden	1754	1904
21 Hawwood	3410	42
21 Highlands & Lowlands	804	854 x div.
1 Inch Kenneth	1854	2054
21 Jasin	14	163
21 Johore R. Lands 104 pd.	1149	149
21 Kampong Kwatung	949	1149
21 Kamuning 14 pd.	248	362 pm.
21 K. P. P.	49	56
21 Kapar Para	14143	15143
1 Kaptigalla	1049	12 14 x div.
21 Kepong	11143	1254
21 K. P. P.	24	263
21 Kuala Lumpur	123 9	13549
21 Labu (P.M.S.)	846	94
21 Lendun	554	654
21 Lendun 14 pd.	204	276 pm.
21 Liangri Ord.	3949	4149 c.rts.
21 London Asiatic	949	1049
21 Lumat 164 pd.	94	124 pm.
1 Malacca 747 Prof.	1584	1704
21 Merlimau	16249	17743
21 Merlimau Options	344	364
21 Mount Austin	143	146
21 N. H. H. 1656 pd.	5246	554 x div.
21 Padang Jawa	243	249
21 Pataing	4043	4446 x div.
21 Pelepah	363	4414
21 Perak	549	664
21 Permas	204	2246
21 Port Dickson 46 pd.	204	234
1 Rombin Prof.	204	234
1 R. of Johore 134 pd.	234	306
21 R. of Johore	24	34
21 R. of Johore 104 pd.	764	94 pm.
1 Sagaru	204	22746
1 Sagaru	2349	2746
1 Sagaru	904	9849
21 Selangor	4043	4446 x div.
21 Sengat	343	443
21 Sengat	704	8143 x div.
1 Shalford	4449	574 6 x div.
21 Singapore Para	24	34
21 Straits B. Bortan	543	549 x div.
21 Straits Rubber	9143	10246 x div.
21 Sumatra Para	843	94
21 Sungai Choh	6349	7246
21 Sungai Kajar	94	1649
21 Sungai Krian Prof.	24	2746
1 Sungai Balak	6649	754 x div.
1 Sungai Way	1004	10349
1 Tanjong Malim 1264 pd.	1564	164 pm.
1 Tugkhal Prof.	549	594
1 Teluk	904	974
21 Tremelby	849	974
1 United S. rdang	849	974
1 United S. rdang	224	254
21 United Sumatra	64104	749
21 United Temising 143 pd.	454	464
21 Val d'Or	1404	244
21 Vallambrosa	304	3164 c. div.
21 Yam Beng	743	834 x div.
21 Alor Gajah	3146	3604
1 Ayer Kuning	3400	3604
1 Ayer Molek	1574	1624
5 Ayer Panas	340	350
1 Balgownie	850	910
10 Bukit Timah	840	1000
1 Bukit K. B.	055	065
10 Chongkay Sordans	450	475
10 Chongkay 84 pd.	240	500 pm.
21 Cliff	350	375
1 Glenelg	125	130
1 Glenelg	600	725
10 Henrietta 84 pd.	1000	1000
10 Indragiri	500	600
1 Jinhua	024	0274
5 Kelamok 84 pd.	2904	2754
5 Kempas	250	275
5 Lunas	150	160
1 Malaka Pinda	050	055
5 Meranti 84 pd.	130	140
5 Meranti	100	150
5 New Serondang	195	210
5 New Singapore	525	535
1 Nyalas	027	032
5 Pajam	950	975
1 Pantai	110	115
10 Pegoh	2675	2750
10 Pulau Dulang 8250 pd.	035	045
1 Panggor	900	1010
5 Radale	170	180
21 Sandycroft	1000	1050 c. div.
21 Sandycroft & Johore	075	090
21 Sungai Bagan	075	090
10 St. Helena	1600	
1 Tambak	050	060
5 Teluk Anson	400	425
1 Trafalgar	070	080
1 Ulu Pandan	055	073
1 United Malacca	050	055
1 United Singapore	110	115
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Hongkong, 29th October, 1910.

SHANGHAI SHARE QUOTATIONS.

On 1st August, 1911.

(J. P. Bisset & Co.'s List.)

COMPANY.	PAID UP.	QUOTATION.
Banking—		
Hongkong & Shanghai	\$125	\$340, sales & b.
National of China	25	\$80, sales
Russo-Chinese	\$1874	Tls. —
Insurance—		
Union-Fidelity C'n	\$100	\$625, buyers
North-China	25	Tls. 1674
Yangtze Assoc.	\$50	\$210, buyers
Canton	\$50	\$1774, buyers
Hongkong Fire	\$50	\$325, buyers
China Fire	\$20	\$1184, buyers
Shipping—		
Indo-China (pref. def.)	25	Tls. 47, buyers
Shell Trans. (ord)	21	\$430
S. & T. (pref. def.)	210	\$211.00, nom.
S. & T. (ord)	250	Tls. 20, sellers
Kochin Transport & Tow-Boat	T50	Tls. 30, sellers
Docks & Wharves—		
S. & W. Dock	T100	Tls. 50, buyers
S. & W. Dock	\$50	Tls. 55, sellers
S. & W. Dock	T100	Tls. 85, buyers
S. & W. Dock	\$50	\$43, buyers
Yangtze	T100	Tls. 130
Mining—		
South Australian	21	\$2, sellers
Chinese Eng. & Min.	21	Tls. 141, sales
Lands—		
Indo-China	T50	Tls. 91, sellers
H. & W. Dock	\$100	\$4, sellers
H. & W. Dock	T10	\$6.15, buyers
Wellington	T20	Tls. 4, sellers
China	T50	Tls. 50, nom.
Anglo-French	T100	Tls. 92
Plantations—		
Alma Estates, Ltd.	21	Tls. 74, sellers
Y. & W. Rubber	T74	Tls. 91
Y. & W. Rubber	21	Tls. 12, buyers
Y. & W. Rubber	T10	Tls. 27
Y. & W. Rubber	T10	Tls. 11, buyers
Y. & W. Rubber	T1	Tls. 4, sellers
Y. & W. Rubber	T5	Tls. 25
Y. & W. Rubber	T20	Tls. 90
Y. & W. Rubber	T21	Tls. 12.05
Cottons, etc.—		
Y. & W. Rubber	T50	Tls. 774, sales
Y. & W. Rubber	T50	Tls. 40
Y. & W. Rubber	T100	Tls. 01, buyers
Y. & W. Rubber	T50	Tls. 22
Y. & W. Rubber	T50	Tls. 53, sales
Y. & W. Rubber	T10	Tls. —
Industrial—		
A. Butler Cement	T50	Tls. 23, buyers
The Works	\$100	\$124, sales
Anglo-Gor. Brewery	T50	Tls. 21, sales
China Flour Mill	T100	Tls. 70, sales
China Tea & Sugar	T100	\$81, buyers
Green Is. Cement	\$10	\$3.15, sales
Manchukhaiji, & Co.	21	Tls. 90, sales
Manchukhaiji, & Co.	T50	Tls. 26, sellers
Manchukhaiji, & Co.	T50	Tls. 40, sellers
Manchukhaiji, & Co.	T10	Tls. 51, buyers
Manchukhaiji, & Co.	T25	\$21, sellers
Manchukhaiji, & Co.	T50	Tls. 105
Manchukhaiji, & Co.	T25	Tls. 12
Manchukhaiji, & Co.	T100	Tls. 22, sellers
Manchukhaiji, & Co.	T20	Tls. 3724, buyers
Manchukhaiji, & Co.	\$20	\$101, sales
Manchukhaiji, & Co.	\$50	\$55, sales
Manchukhaiji, & Co.	\$10	\$53, buyers
Manchukhaiji, & Co.	\$15	\$10
Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$244, buyers
Manchukhaiji, & Co.	\$100	\$115, sales
Manchukhaiji, & Co.	\$50	\$24, sales
Manchukhaiji, & Co.	\$25	\$21, sellers
Manchukhaiji, & Co.	T50	Tls. 105
Manchukhaiji, & Co.	T25	Tls. 12
Manchukhaiji, & Co.	T100	Tls. 22, sellers
Manchukhaiji, & Co.	T20	Tls. 3724, buyers
Manchukhaiji, & Co.	\$20	\$101, sales
Manchukhaiji, & Co.	\$50	\$55, sales
Manchukhaiji, & Co.	\$10	\$53, buyers
Manchukhaiji, & Co.	\$15	\$10
Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$244, buyers
Manchukhaiji, & Co.	\$100	\$115, sales
Manchukhaiji, & Co.	\$50	\$24, sales
Manchukhaiji, & Co.	\$25	\$21, sellers
Manchukhaiji, & Co.	T50	Tls. 105
Manchukhaiji, & Co.	T25	Tls. 12
Manchukhaiji, & Co.	T100	Tls. 22, sellers
Manchukhaiji, & Co.	T20	Tls. 3724, buyers
Manchukhaiji, & Co.	\$20	\$101, sales
Manchukhaiji, & Co.	\$50	\$55, sales
Manchukhaiji, & Co.	\$10	\$53, buyers
Manchukhaiji, & Co.	\$15	\$10
Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$244, buyers
Manchukhaiji, & Co.	\$100	\$115, sales
Manchukhaiji, & Co.	\$50	\$24, sales
Manchukhaiji, & Co.	\$25	\$21, sellers
Manchukhaiji, & Co.	T50	Tls. 105
Manchukhaiji, & Co.	T25	Tls. 12
Manchukhaiji, & Co.	T100	Tls. 22, sellers
Manchukhaiji, & Co.	T20	Tls. 3724, buyers
Manchukhaiji, & Co.	\$20	\$101, sales
Manchukhaiji, & Co.	\$50	\$55, sales
Manchukhaiji, & Co.	\$10	\$53, buyers
Manchukhaiji, & Co.	\$15	\$10
Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$244, buyers
Manchukhaiji, & Co.	\$100	\$115, sales
Manchukhaiji, & Co.	\$50	\$24, sales
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Manchukhaiji, & Co.	\$15	\$400
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Manchukhaiji, & Co.	\$20	\$244, buyers
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Manchukhaiji, & Co.	\$50	\$24, sales
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Manchukhaiji, & Co.	T50	Tls. 105
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Manchukhaiji, & Co.	T20	Tls. 3724, buyers
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Manchukhaiji, & Co.	\$50	\$55, sales
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Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$244, buyers
Manchukhaiji, & Co.	\$100	\$115, sales
Manchukhaiji, & Co.	\$50	\$24, sales
Manchukhaiji, & Co.	\$25	\$21, sellers
Manchukhaiji, & Co.	T50	Tls. 105
Manchukhaiji, & Co.	T25	Tls. 12
Manchukhaiji, & Co.	T100	Tls. 22, sellers
Manchukhaiji, & Co.	T20	Tls. 3724, buyers
Manchukhaiji, & Co.	\$20	\$101, sales
Manchukhaiji, & Co.	\$50	\$55, sales
Manchukhaiji, & Co.	\$10	\$53, buyers
Manchukhaiji, & Co.	\$15	\$10
Manchukhaiji, & Co.	\$15	\$400
Manchukhaiji, & Co.	\$20	\$20, sellers
Manchukhaiji, & Co.	\$20	\$2

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KIYO MARU."

FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 8th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 21st inst., otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 7th August, 1911. [1005]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."

Captain Hibel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 7th August, 1911. [1007]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, HULL, LONDON AND STRAITS.

THE Steamship

"GLENTURRY."

Captain E. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 7th August, 1911. [1008]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 7th August, 1911. [146]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

"The Steamship "SATSUMA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 8th August, 1911. [1012]

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons Dw.	Captain	To Sail on or About
SUVERIC	11,000	F. S. Cowley	22nd August.
KUMERIC	11,000	G. B. McQuinn	26th September.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

King's Building, Praya Central.

Telephone No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG TO BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG TO RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.,

(THE BANK LINE AGENCY),

King's Building (Fourth Floor),

Telephone No. 780.

Hongkong, 26th July, 1911. [173]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

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YORK BUILDINGS TOP FLOOR

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship

"ISCHIA."

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 8th August, 1911. [1011]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 17th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

For Rates of Freight and Passage, apply to—

CARLOWITZ & Co., Agents.

Hongkong, 8th August, 1911. [14]

FOREIGN WARSHIPS.

NEW CRUISERS FOR JAPAN.

Two significant announcements in connection with foreign warship building have been made this week, indicating in the one case a further increase in the armoured fleet of Japan and in the other the introduction of novel features in the new battleships of the United States. The advance thus indicated can hardly fail to find reflection in European design and new construction.

In a paper read before the jubilee meeting of the Institution of Naval Architects by Rear-Admiral Motoki Kondo, Inspector-General of Naval Construction of the Imperial Japanese Navy, this officer stated that in addition to the large armoured cruiser of 27,500 tons building for Japan by the Vickers Company a similar cruiser had just been begun at the Yokosuka Navy Yard in Tokyo Bay, and already plans had been placed with the Mitsubishi Dockyard, Nagasaki, and the Kawasaki Shipbuilding Company, Kobe, two private ship-building firms, for the construction of two similar armoured cruisers. In another paper read by Engineer-Rear-Admiral Tsurugoro Fujii on Thursday on the progress of naval engineering in Japan it was stated that Parsons turbines of 10,000 h.p. will be placed in three of these armoured cruisers, including the one building by the Vickers Company, and a Corbin turbine installation of the same power in the fourth cruiser. This is the first official information about the building of two of these armoured cruisers and about the horsepower of all four. All these vessels should be ready for service in 1914.

In point of size and power the four Japanese cruisers come between the British Lion, of 26,350 tons, and the Queen Mary, of 27,500 tons and 75,000 horsepower. No official information is given about the armament of the new cruisers but the Inspector-General of Naval Construction stated that the Ordnance Department at the Navy Yard has the capacity for manufacturing guns and mountings up to the largest size, and almost the whole armament of all the warships built in Japan of late years has been made there.

TRIPLE-GUN TURRETS.

Our Washington Correspondent states that in the two battleships of the programme of 1911-12 it has been decided to mount 12 14-in. guns, three in a turret. This is a new departure in United States practice, but the plan has been already followed with 12 12-in. guns in the Italian battle cruiser, launched on August 20, 1910, and now completing at Spina, in the Austrian Viribus Unitis, launched on June 24, and in the Russian Sevastopol, launched on June 29. Discussing the objections to this system Sir William White has said—

"When three guns were mounted on one turret and exposed to similar risks of simultaneous disablement, then, he thought, too many hostages were given to fortune, and economy in weight of protective material and mountings had been carried too far. Actual trial would determine whether or not it was possible to maintain the same rapidity in loading and firing individual guns in a triple turret as could be obtained when two guns were mounted in one turret; and the Italian naval authorities, before deciding in favour of triple turrets, probably satisfied themselves on this point. But even if the results proved satisfactory under peace conditions and as to rate of fire, only war experience could determine the crucial point as to the risk of simultaneous disablement of three guns mounted on a single turret."

It may be conceived that the tactical advantage of this system is that it gives the fire of the guns right ahead and right astern and all 12 guns on either broadside, and it gives this fire without having recourse to raising one turret so that it may fire over another. It is also said to have its advantages for the "director" system of battery control. From the constructor's point of view there must be a saving in weight of protective material, and possibly something to be gained in the arrangement of the magazines and ammunition supply. Four turrets in place of six, moreover, would allow greater space for the anti-torpedo defence battery, either for more guns or others of larger calibre.

THE ANTI-TORPEDO BATTERY.

This raises the secondary battery question, in regard to which exactness in terminology is important. That which was originally called the secondary battery was actually a part of the heavier armament, which consisted of guns of two calibres, both for use in fleet action. It was with a view to reducing the diversity of armament that the intermediate calibre of gun disappeared and the secondary battery became absorbed in the main armament. The anti-torpedo defence battery thus became the secondary battery, and here again an objection to a multiplication of calibres weighed just as heavily and resulted in the arming of the Dreadnought with 12-pounder guns, which she was designed were considered sufficient protection against torpedo craft. Other nations decided that it would be well to mount a gun which could be used not only against torpedo attack but also for supplementary use in fleet action.

Thus we have today the secondary or anti-torpedo defence battery varying from 4 in. guns in our service to the 6 7/8 in. guns in the German Navy. In the American service has been increased to 5 in., and it is doubted whether either a 4 in. or 5 in. shell has sufficient stopping power for the destroyers of today. This view, and the desire to utilize the secondary battery for fleet action, seems likely to lead to a heavier gun being placed in this battery and a reasonable amount of armoured protection given to it. It is clear, however, from recent trials that light armour, such as has been used on casemates and bulkheads, is of just the thickness which will give to the projectiles of the heaviest guns the requisite amount of resistance to ensure their bursting with the greatest possible effect. With the primary armament in triple-gun turrets it should be possible to give to secondary battery adequate protection.

DIGGER SHIPS AND GUNS.

The significance of these developments appears to lie in their suggestion of increased size and heavier armament for both battleships and armoured cruisers. They also show that the trend of professional opinion is against multiplication of the calibres of guns. Hitherto the Japanese, for reasons which it is unnecessary to mention, have adhered to the old plan, but in these four new ships they are following the British system. As Rear-Admiral Kondo says in the paper already mentioned—

"The Dreadnought is the logical outcome of the progress of naval construction, and that type warship which has been hitherto considered as the last word in naval architecture. In America, although the guns for the main battery of the new ships are spoken of as 14 in., guns of 16 in. calibre have also been proposed. The information, too, which has been given about the latest German vessels shows that an increase in calibre is contemplated. As in the Heligoland class of battleships, and the cruiser Moltke and Goeben, the number of guns of middle calibre has been increased and the smallest guns reduced, the latter will in all

probability disappear altogether. In Austria and in Russia the tendency is also strongly in favour of only two calibres of guns: the main battery of 12 in. or higher calibre, and the secondary battery of from 4 7/8 in. to 6 in. calibre. There is no sign at all at present that, with Germany proposing to introduce a 14 in. gun and this country a 15 in., the displacement of the heavier classes of ships will be reduced.—The Times.

SHIPPING IN PORT.

ANGELIN, German str., 1,001, C. Kumpff, 2nd August—Bangkok 26th July, Rice—Butterfield & Swire.

AWA MARU, Japanese str., 3,921, T. Ishiawa, 6th August—Seattle via Japan and Shanghai 3rd Aug., General and Flour—Nippon Yusen Kaisha.

CARINTHIO, British str., 2,355, E. Woodhead, 27th July—Cardiff 8th June, Coal—Admiralty.

DAIWIN MARU, Jap. str., 899, Y. Yamamoto, 2nd August—Swatow 30th July, General—Osaka Shosen Kaisha.

DAKOTAH, British str., 2,752, W. A. Ross, 2nd August—Amoy 1st August—Standard Oil Co.

DERWENT, British str., 1,520, Jenkins, 29th July—Cebu 22nd July.

DEVANAGIRI, German str., 1,057, E. Gathe, 30th July—Bangkok 22nd July, Rice and Timber—Butterfield & Swire.

DUMSDIE, British str., 3,051, Mase, 26th July—Rangoon 22nd July, Coal—Doddwell & Co.

FOOKIANG, British str., 1,897, T. A. Schell, 6th August—Calcutta 20th and Singapore 23rd July, General—Jardine, Matheson & Co.

FRI, Norwegian str., 860, N. G. Andersen, 6th August—Nanchang and Dalay 26th July, Beans—Aagaard, Thoresen & Co.

GERMANIA, German str., 1,714, H. Fransson, 7th August—Wakamatsu 30th July, Coal—Jensen & Co.

GLENTURRY, British str., 3,026, R. Webster, 7th August—London via Porto 17th June, General—Shewan, Tomes & Co.

HALVARD, Norwegian str., 1,066, Anderson, 7th Aug.—Hobow 5th August, General—Chinese.

HELEN, German str., 771, H. Bendixen, 7th August—Quilichon 1st and Tournay 5th August, General—Jensen & Co.

HOPKINS, British str., 1,359, J. M. Hay, 6th August—Hongkong 3rd August, Coal—Jardine, Matheson & Co.

ISCHIA, Italian str., 2,381, Boletto, 4th August—Singapore 26th July, General—Carlotta & Co.

JERBERG, British str., 1,234, White, 6th August—Keelung 2nd August, General—Bank Line Ltd.

KIANG PING, Chinese str., 1,222, H. Udden, 7th August—Chinkiang 1st Aug., General—Chinese.

KIYO MARU, Japanese str., 3,000, S. Toge, 6th August—Molokai 30th July, Coal—Toyo Kisen Kaisha.

KORSA, American str., 5,651, Wm. Fisher, 1st August—San Francisco via ports 5th July, Mails and General—P. M. S. S. Co.

KUROROW, British str., 1,215, Forsyth, 7th August—Tientsin 30th July and Swatow 6th August, General—Butterfield & Swire.

KWANG PING, British str., 1,459, G. V. Waggott, 7th August—Chiwantao 31st July, Coal—C. E. & M. Co.

LABRE, British str., 1,340, Page, 7th August—Sigon 2nd August, Rice and General—Wo Fat Sing.

LAIBANG, British str., 2,231, E. J. Tado, 8th August—Calcutta 26th July, General—Jardine, Matheson & Co.

LINAK, British str., 1,500, C. C. Williams, 7th August—Shanghai 3rd August, General—Butterfield & Swire.

LOCKSON, German str., 1,027, W. Taubert, 7th August—Bangkok and Hobow 5th August, General—Butterfield & Swire.

LONG SANG, British str., 1,092, G. W. G. Leask, 28th August—Manila 5th August, General—Jardine, Matheson & Co.

MADEIRA RICKERS, German str., 2,956, J. Schmitz, 28th July—Mororan 20th July, Coal—Bradley & Co.

MANDALAN MARU, Japanese str., 4,551, T. Ota, 8th August—Milke 2nd August, Coal—Mitsui Bussan Kaisha.

MARIE, German str., 1,169, H. Schalkhorst, 30th July—Sigon 27th July, Rice and General—Jensen & Co.

NIPPON MARU, Japanese str., 3,452, W. E. Flimer, 8th August—San Francisco 12th July, Flour, Canned Goods and General—Toyo Kisen Kaisha.

ONITA, British str., 5,810, W. Cope Lyceet, 6th August—Liverpool 26th June, General—Butterfield & Swire.

ORTER, British str., 3,139, Findlay, 8th August—Manila 4th Aug., General—Bank Line, Ltd.

PREUPPEN, British str., 1,065, Jas. Scott, 30th July—Sigon 25th July, General and Rice—Wo Fat Sing.

RAJABUR, German str., 1,189, C. Wolf, 3rd August—Bangkok and Swatow 2nd Aug., Rice—Butterfield & Swire.

SABINE ROCKWELL, Dutch str., 573, D. E. Boeve, 2nd August—Fishbow and Swatow 1st August, Kerosene Oil—Asiatic Petroleum Co.

SIAM, British str., 992, Robt. A. Benaes, 8th August—Shanghai 4th August—Asiatic Petroleum Co.

SINGAN, British str., 1,047, F. Jamieson, 7th Aug.—Haiphong 5th and Hobow 6th Aug., Rice and General—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, K. Sugawara, 7th August—Swatow 6th August, General—Osaka Shosen Kaisha.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 7th Aug.—Shanghai 3rd Aug., General—C. M. S. N. Co.

TAMARAC, British str., 3,319, H. Macdonald, 8th August—From San Francisco, Kerosene Oil—Standard Oil Co.

TITAN, British str., 5,721, H. W. N. Evans, 7th August—Tientsin 30th July, Flour and General—Butterfield & Swire.

TIMEAR, Dutch str., 2,003, J. P. Scholte, 22nd

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SABDINIA Capt. C. C. Talbot, R.N.R.	10th Aug.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYBIA Capt. R. A. Peters	Noon	Freight and Passage.
	NORRE Capt. G. Phillips	10th Aug.	Freight and Passage.
	DELTA Capt. E. P. Martin	23rd Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. Barham	About 17th Aug.	Freight and Passage.
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 19th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LIANAN	On 10th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	KUICHOW	On 11th Aug. 4 P.M.
HAIPHONG	SHANGHAI	On 12th Aug. 10 A.M.
SHANGHAI	CHINHUA	On 12th Aug. 10 P.M.
MANILA, CEBU and ILOILO	TEAN	On 15th Aug. 4 P.M.
DAY, ZAMBOANGA, THURSDAY, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 17th Aug. 4 P.M.
SHANGHAI	ANHUI	On 17th Aug. 4 P.M.
SHANGHAI	CHENAN	On 19th Aug. 10 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LIANAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze River ports and Northern China Ports.

NE-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. RHEINFELS ... 28th Aug.	S.S. SEGVIA ... 12th Aug.
S.S. SUEVIA ... 6th Sept.	FOR HAVRE, HAMBURG & ANTWERP:
S.S. SENEGAMBIA ... 20th Sept.	S.S. SAKONIA ... 14th Aug.
S.S. BAYERN ... 6th Oct.	FOR ROTTERDAM & HAMBURG:
	S.S. SILESIA ... 22nd Aug.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. BRISGAVIA ... 24th Aug.
	FOR ROTTERDAM, HAVRE & HAMBURG:
	S.S. AMBRIA ... 1st Sept.
	FOR ROTTERDAM, HAVRE & HAMBURG:
	S.S. ALESIA ... 15th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAIN LEAVING.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITUM"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Aug., at 1 P.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 18th Aug., at 1 P.M.

* The s.s. "Haitan" calling at Amoy for Passengers only.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAURA & CO.,
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 14th Aug. Noon
SHANGHAI	"HANGSANG"	Monday, 14th Aug. 4 P.M.
BANDARAN	"MAUSANG"	Saturday, 19th Aug. Noon
YUENSANG	"YUENSANG"	Saturday, 19th Aug. 2 P.M.
TIENTSIN	"CHEONGSHING"	Wednesday, 23rd Aug. Noon

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" to leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagotsse Ports, Tsingtao, Weihaiwei, Chiao Tung and Newchwang.

Taking Cargo on through Bills of Lading to Kuala, Tahan, Davao, Singapore, Java, Sumatra, Jeddah and Aden.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to—

JARDINE, MATTHEWSON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER).

Will be despatched from Hongkong on the 18th August NEXT, AT NOON, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer.

"SHINYO MARU" (CAPT. H. S. SMITH).

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside ROOMS.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
and Return 6 Months	£120.0.0
To VALPARAISO	Yen 570.00

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'AY, 6th Sept. at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parola. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	THURSDAY, 10th Aug. at 10 A.M.
TAMSIU via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 13th Aug. at 10 A.M.
FOOCHEW via SWATOW and AMOY	"CHOSHUN MARU"	WED'AY, 16th Aug. at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-776

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co's AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 16th Aug. at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug. at Daylight.
	TANGO MARU Capt. K. Kawai	8,000	WEDNESDAY, 13th Sept. at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug. from Kobe
	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug. at 4 P.M.
	SINABA MARU Capt. S. Tomioka	7,000	TUESDAY, 12th Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept. at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug. at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug. at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toruoka	5,000	WEDNESDAY, 16th Aug.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Tozawa	7,000	TUESDAY, 22nd Aug.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargo only.

† Calling at Djibouti.

‡ Carries Deck Passengers. * Cargo only.

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